



Memorandum of Meeting

Date: June 12, 2007

Time: 5:30 p.m. to 8:15 p.m.

Location: Millsboro Fire Company, Millsboro, Delaware

Topic: Millsboro-South Area Working Group Meeting #17

Attendees: See Page 4

Bob Kramer opened the meeting at 5:45 p.m. He stated that this is the 17th meeting of the Working Group and hopefully we are in the home stretch. With one more meeting scheduled for later in the month, he stated that the Working Group should conclude their effort this month. Mr. Kramer then reviewed the agenda and the contents of the handout package for this evening's meeting. He stated that procedurally, the Working Group would follow the guidelines they established early in the process and that recommendations to the Department would come from motions by members of the Working Group that all members would vote on. Mr. Kramer then welcomed the public in the audience and turned the meeting over to Monroe Hite.

Mr. Hite welcomed the public and stated that they were welcome to listen but, since this was a Working Group meeting, they could not participate in the meeting. He proceeded to review with the Working Group the results of a meeting with the Mayor, Council and Town Manager of Selbyville on June 7th. At the conclusion of his summary, Monroe turned to Gary Taylor, Selbyville Town Manager and asked Gary to comment. Gary concurred with Monroe's comments emphasizing that the Town of Selbyville prefers an Eastern Bypass alternative around Millsboro, Dagsboro and Frankford that includes a connection to SR 20, that other options for an SR 54 connection need to be explored and that On-alignment (Yellow Alternative) rather than a western bypass (Gold Alternative) in the Selbyville area meets Selbyville's needs.

Mr. Hite then reviewed the eleven (11) retained alternatives in the Millsboro-South Area portion of the US 113 North/South study. He then discussed the issue, raised by the Working Group at their previous meeting, of agency approval of either the B4 or B5 connections to an Eastern Bypass Alternative north of the Indian River. Mr. Hite stated that while the Project Team had not reached a conclusion yet and the agencies had not taken a position on either of the alternatives, he was confident, based on discussions with DNREC leadership on the B4 and B5 options, that the project team would be able to work through the issues and come to an acceptable conclusion.

Josh Thompson asked how the Project Team would work to a conclusion. Mr. Hite stated that a conclusion would be reached by continuing to work with DNREC and working out the details of an agreement that would modify a current agreement giving DNREC responsibility for managing the Natural Area behind and associated with the state's Stockley Center holdings. He then turned the meeting over to Joe Wutka.

Mr. Wutka reviewed refinements that were made to the Yellow (On-alignment) Alternative as a result of discussion at the last Working Group meeting and a request by Jim Bennett to reduce the



impact of the current Yellow Alternative in the Dagsboro and Frankford areas and provide additional opportunities to cross US 113 in the East/West direction. Both Mayor Baker of Dagsboro and Frankford Town Council President Greg Johnson expressed their concerns for this alternative.

Mr. Wutka then turned the meeting over to Todd Oliver. Mr. Oliver addressed the question raised at the previous Working Group meeting regarding a possible western bypass alternative that would bypass both Dagsboro and Frankford. He reminded the Working Group that short bypasses to the west of the towns were dropped by the Working Group previously. Mr. Oliver then stated that bypasses farther west were not considered due to anticipated natural resource impacts including impacts to the Cypress Swamp Natural Area.

Mr. Oliver then reviewed in detail the updated impact matrix that was provided for the Working Group behind Tab 3 in their handout package. Bill Hellmann and Justin Reel provided a summary of the salient items in the impact matrix.

Mr. Oliver reviewed the costs for each of the alternatives and turned the meeting back to Mr. Kramer. Bob asked if there was any discussion regarding the costs that were just reviewed. Hearing none, he reminded the Working Group that the project would not be built “tomorrow” and that the goal of the project, from the beginning, was to identify, select and protect a corridor. Over time, the project can be built in sections as the need arises to respond to a deficiency. Mr. Kramer then asked if there were any questions on the farther western bypass around Dagsboro and Frankford or the modified on-alignment, discussed earlier.

Greg Johnson asked to clarify that south of the Red/Orange Alternative, the remainder of the alternative would be the Yellow (On-alignment) Alternative. Mr. Kramer stated that he was correct.

Josh Thompson stated that the wetland numbers don’t address the quality of the wetlands and that the quality of wetlands that are adjacent to and already impacted by highways is less than areas of new crossings. He stated that the forestry numbers do not include the impact of fragmentation, which is worse than the loss of forested land. The agricultural impacts do not take into account whether the impact is on the edge of a field or through the middle. He stated that there is less construction impact with the On-alignment Alternative. He stated that the SR 24 connector was unnecessary.

Mr. Hite stated that one of the things that the project team has heard from early on in the study is the need to address east/west issues even more so than north/south issues. He also indicated that an alternative that balances the impacts is the goal of the project team.

Wayne Baker stated that realistically the value of a property is in the homes that can be built on it, not its preservation.

Josh Thompson stated that the environment is at a breaking point.

Preston Dyer stated that the SR 1 project benefited the entire state. Todd Oliver added that the SR 1 project also included many measures to minimize impacts.



Walter Smith stated that the Yellow (On-alignment) Alternative would impact the busing of school children. He stated that accidents would be worse with the Yellow Alternative than with a bypass alternative.

Fran Bruce stated that the road has to go somewhere and she worries about the businesses. It's the human factor that you have to consider with the On-alignment alternative.

John Thoroughgood stated that Millsboro is unique with the river running through the town. He asked if running US 113 through the town could be dropped. Land on the east is for sale and he is looking at the Blue Alternative as the solution. We need to stop spinning our wheels and get down to a decision. Mr. Kramer responded that the Department of Transportation will address all alternatives in the Draft Environmental Impact Statement (DEIS), but the Department is looking for input from the Working Group, as well as the public and the agencies on a recommended preferred alternative.

James Norwood stated for safety reasons, the public needs to be able to get to US 113. Development is not going away. The Department of Transportation needs to alleviate the east/west traffic issues and address safety.

Josh Thompson stated that the same thing that was decided in the Georgetown Area should be done in the Millsboro-South Area.

Bob Stuart asked what the difference was between the Blue and Aqua alternatives. It was indicated that the difference was the connection to US 113 north of the Indian River crossing.

Preston Dyer made a motion in favor of the Blue (Eastern Bypass) Alternative as the Working Group's recommendation to DelDOT. Gary Taylor seconded the motion. Mr. Kramer stated that a yes vote was a vote for the motion to recommend the Blue Alternative as the Working Group's recommendation to DelDOT. A vote was taken. 13 members present voted yes. 1 member voted no. Because of the number of Working Group members absent, the Working Group was reminded that absentee ballots would be sent out to those members not in attendance and the Working Group members would be notified by e-mail and US mail of the results of the complete vote.

The Working Group was reminded that a super majority of 19 members must vote in support of a motion for that motion to become a recommendation of the Working Group.

Lynn Bullock made a motion that the Yellow Alternative not be the recommendation of the Working Group. Walter Smith seconded the motion.

Wayne Baker asked if, in the event that no eastern bypass is available as a result of agency concerns, the Yellow Alternative would be back on the table. It was indicated that that could be the case.

Lynn Bullock agreed to modify his motion to include that possibility. A vote was taken. Again 13 members voted yes and 1 member voted no.

Faye Lingo made a motion that the Working Group recommend the Yellow (On-alignment) Alternative in the Selbyville area. Bob Stuart seconded the motion. A vote was taken. During the



voting, Bob Kramer thanked the Working Group for their effort over the past three plus years. All 14 Working Group members present voted yes for the motion. Mr. Kramer asked the Working Group members to keep the June 27 date for a possible Working Group meeting on their calendars. He stated that an environmental resource agency meeting was scheduled for June 20 and if anything contrary to their recommendation occurred as a result of that meeting that the Department and Project Team would address that on the 27th. [Subsequently, there was no meeting on June 27.]

Monroe Hite thanked the Working Group members for their efforts and handed out certificates on behalf of the Department as a small token of the Department's appreciation for their efforts.

The meeting adjourned at 8:15 p.m.

Attendees:

Wayne Baker
Joe Brake
Fran Bruce
Lynn Bullock
Preston Dyer
Bryan Hall*
Greg Johnson
Faye Lingo
Pamela McComas
James Norwood
Walter Smith
Robert Stuart
Gary Taylor
Josh Thompson
John Thoroughgood

* Mr. Hall left before the Working Group voted on any motion.

Minutes Prepared by: Joe Wutka